

VOLVO

Communications Policy and Copy Platform 1981



1981-the new Volvos!

A completely new look for the 240/260 Series

The model year 1981 means big changes and improvement for all our cars. Among the more eye-catching ones will be the extensive body changes of the 240/260 Series—giving the cars a slimmer, more modern look. New lower grille profile, new rectangular head lights with integrated blinkers and position lights. New, more compact wrap-around bumpers front and rear (not all markets) that reduce overall length by 93 mm. New design from the “waist” and up—giving much more modern design. Black bottom sills and protection mouldings. Another welcomed change

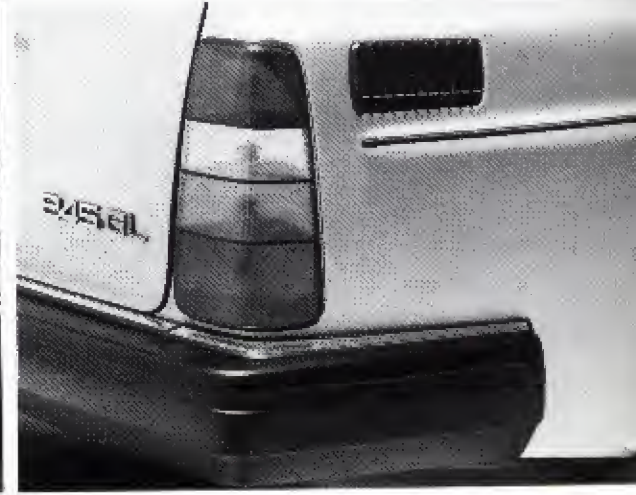
is the redesigned tail lights of the 245/265 variants. They wrap around the corner and are clearly visible from the side. It all adds up to an entirely new exterior—without sacrificing any of the well-known good properties of previous models.

The 240/260 interiors will be new as well—with e.g. silver plush in the Turbo variants, and not least a completely re-designed dashboard in all models and variants. Apart from giving a more attractive overall impression, it provides space for additional instruments, and also has a new shelf on the upper side of the center console. The new dashboard will also be available in colour coordinated execu-

tions—and will certainly add to the modern and attractive total impression of the interior.

New engines for the 240/260 Series

The introduction of the new engines B21E Turbo, B21F Turbo, B21A optimal, B21F electronic and B23A, will give us a still broader and more attractive engine programme. We can now offer the choice of high performance engines as well as variants where fuel economy has been a major design aim.



Turbo

The turbo charged engines (B21ET and B21FT) will be introduced for the Turbo variants. Together with the special interior and exterior finish of these variants we now have a concept that most certainly will attract people who are shopping for something "hot"—with Volvo quality. With these engines Volvo has succeeded in getting high torque and excellent overtaking resources in the speed range where you really need it. This clearly substantiates the Dynamic Safety

philosophy. Furthermore, the turbo-charging has given the engines the lively and responsive action of a 3-litre unit while retaining the fuel economy of the 2-litre engine.

The turbo charged variants are sure to attract a lot of attention, and should therefore be used for spearheading our Dynamic Safety imagebuilding.

B21A optimal/B21F electronic

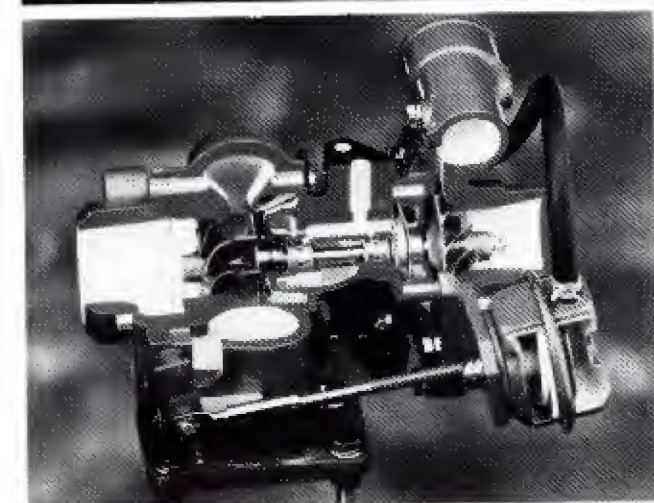
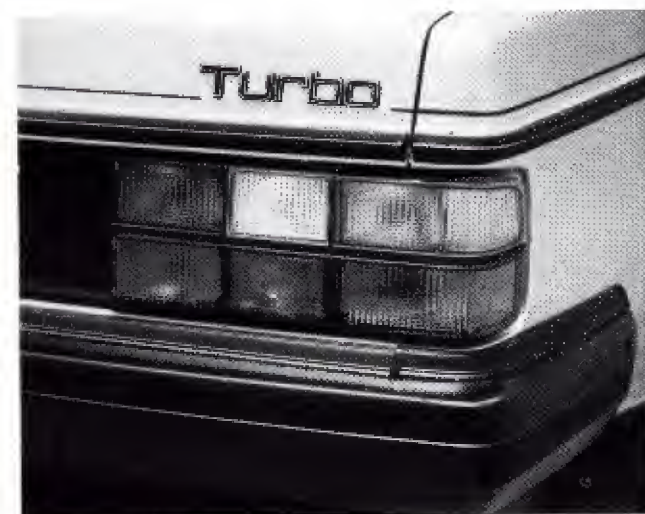
These two new engines are examples of Volvo's continuous work to lower fuel consumption—and thereby costs—for those clients and markets that are especially interested in this aspect of overall economy.

B23A

The B23A is a medium performance engine—a carburettor version of the B23E—designed to give high torque at low speeds and thereby provide power resources for quick and safe overtaking and acceleration—as well as good towing capacity.

B28E

The B28E, replacing the 27E, is a special version for Europe and Australia—giving a more lively and responsive performance through higher output and torque.



New features of the 240/260 Series

Exterior

The exterior of the 240/260 Series 1981 models is greatly improved as compared to last year. A combination of many new features—the more spectacular of which are new grilles, head lights, bumpers, framework and mouldings—contribute towards giving the entire range a lighter, slimmer and more modern look.

The new front

The new rectangular headlights have an improved high beam. Blinker and position light wrap more around the front wing and are clearly visible also from the side. Together with the new, lower grille profile, the entire front now presents a slim and elegant appearance.

Spoiler

The spoiler is modified to fit the new bumper. Variants without spoiler have a front cover shield.

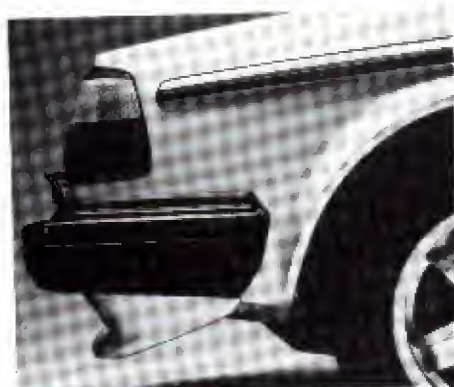
The new bumpers

Newly designed front and rear bumpers will be made of light alloy with a protective cover of black plastic foam. Height, thickness and weight are reduced as compared to last year. The front bumper is now mounted on telescopic shock absorbers.



The above execution is standard. The GLT will have black trim mouldings above headlights and fully black grille, the 260 Series will have these details in

chromium only, while the trim moulding above the bumper will be black on both DL and GLT versions.



The cover shield and the spoiler both contribute to the appearance of the car, the spoiler also giving higher top speed, im-



proved directional stability and lower fuel consumption.



The new bumpers reduce overall weight by 13 kgs and overall length 93 mm. The new design greatly contributes towards giving the car a smart and modern appearance.

Special notes on US exteriors: As usual, US and Canadian specifications will vary somewhat from those of other overseas markets and for Europe. The main differences are as follows:

Headlights

All variants will have the present rectangular twin headlights with chrome frame. Highbeam will have H4-bulbs and white blinker glass will be standard for all variants. Below the headlights, coverplates are black on DL variants while all other variants will have a reflex as today.

Grille

242 DL gets the present black 260 grille. GLT will have the coupé grille.

Lambda-sond emblem

The Lambda-sond emblem will be withdrawn for all variants.



Bumpers

The new bumpers will *not* be introduced on the US and Canadian markets during 1981—due to the

special legal requirements on these markets.

The new "greenhouses"

For want of a better word, the part of the car from the waist up is called the "greenhouse". This part of the car has been redesigned as well, and now comes in a number of versions. All of them contribute to the lighter, slimmer appearance of the car, give the impression of more space for the glass area—and enable us to make distinctive differences for each variant.

Greenhouse package 1

The trim mouldings on the door arches will be painted in black. The rear side window has a black frame with a chromium scrap moulding.

Greenhouse package 2

This greenhouse package will be identical to the version below—with the addition of a chromium drain channel moulding.

The B-door pillar will be painted in black on 2- and 4-door models. On the 5-door models both B and C pillars and the surface above the rear door will be painted in black.



Greenhouse package 3

This is the most exclusive execution featuring a new wide scrap moulding in

black and chromium combined with a new wide trim moulding in black and chromium for the drain channel.



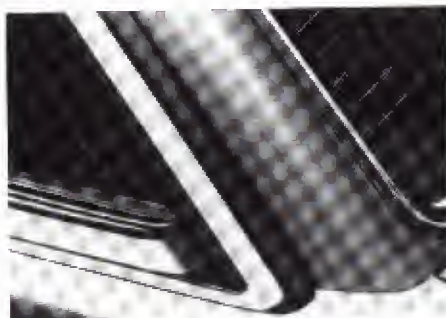
Bottom sills

Black bottom sills will be found on all variants—and so will the black protection mouldings.

The black sills underline the slimmer and more attractive line, while the moulding protects the side from pebbles and flying gravel.

The new rear

The new rear design of the cars is built on the combination of new bumpers, the new tail lights (245/265)—and rear cover plates.



This wide drain channel moulding also has an aerodynamic function—to keep the side window and mirror free from dirt.



GLT/Turbo greenhouse package

The trim mouldings on the door arches and the scrap moulding will be painted in black. A new wide black trim moulding will be introduced for the drain channel and the belt line will have a new wide black tape.

GLT/Turbo side trim moulding

The GLT/Turbo models will have a wide black side trim moulding with a thin black stripe above.

The rear bumper is built on the same principles as the front bumper. The new tail lights are especially eye-catching on 245/265 models (wrap-around for the first

time) – and on GLT/Turbo with its distinctive black areas between tail lights. All variants will have the new rear cover plate.



The new colours

The 1981 colour programme will be the largest in the history of Volvo—2 colours are withdrawn (Red and Dark Green Metallic) and 3 new are added: Mist Brown, Light Green Metallic and Wine Red Metallic. Thus, the total exterior programme for 1981 will be as follows:

8 solid:

White (042) Mist Grey (137) Dark Brown (138) Mist Blue (139) Wine Red (141) Deep Green (142) Yellow (128) Mist Brown (146).

5 metallic:

Light Blue (134) Nougat (144) Light Green (147) Silver Metallic (130) Wine Red (148).

4 colours for a limited number of cars:

Black (019) Dark Blue (096) Dark Orange (143) Gold Metallic (135).

Colour programme for the 262C:

Light Blue Metallic, Black, Gold Metallic, Silver Metallic.

GLT for the US market

The GLT in US specification will have grill, hood and tail lights from the 262 Coupé.



New exterior, silver plush interior and the turbo charged B21F. All together the GLT is something really extra.

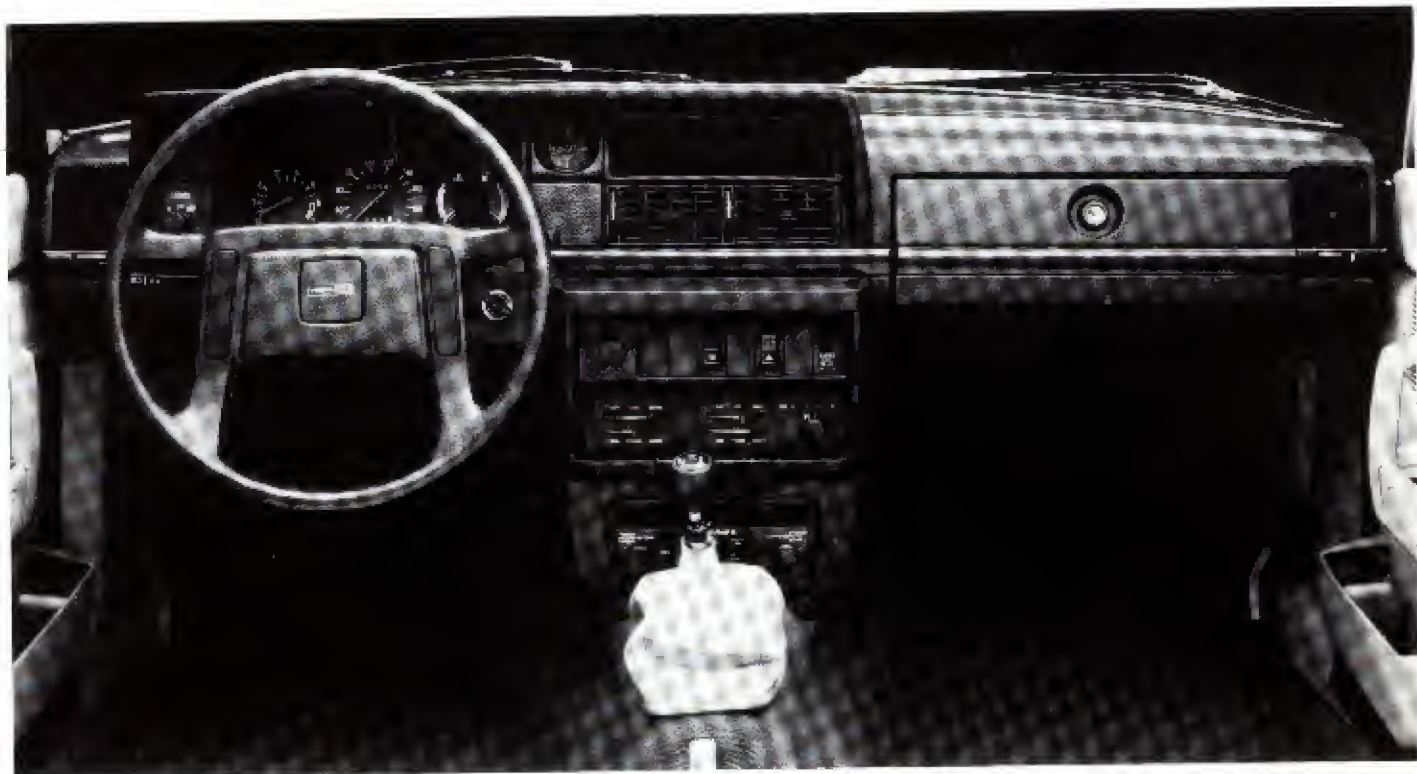
Engines

For complete information on our total engine programme for 1981, please consult page 88, which will illustrate the wide and competitive range of engines. We particularly draw your attention to the specifications of the new B21E Turbo, B21F Turbo, B21A Optimal, B21F Electronic, B28E and B23A.

Our programme now comprises the choice of the high-performance variants as well as variants where fuel economy has been a major design aim.

	Sweden, Australia	Europe	USA, Japan, Canada	Overseas
B17A				90
B19A		97		97
B19E		117 (SF, I)		117
B21A		107	100 (CDN)	102
B21A Opt	106			
B21E		123		
B21E Turbo	155 (S)	155		
B21F			113 (USA, JAP)	
B21F Elec			105 (USA)	
B21F Turbo			133 (USA)	
B23A	112 (S)			
B23E	136	136	136 (CDN)	136
B28A		129		129
B28E	155	155		155
B28F			136	
D20		68		
D24	82 (S)	82	82 (USA, CDN)	





Interior

The interiors of the 1981 models will be further refined and improved upon—the most spectacular new feature being the entirely new dashboard design. This, apart from giving a more attractive overall impression also provides possibilities to differentiate the character of the variant, space for additional instrumentation and extra shelves. The prime aim of the revised design, however, is still better survey and reading of all instruments, and to make it easier and more comfortable to reach switches located in the centre console.

The instrument panel contains three round instruments:

A large speedometer in the centre, a clock to the left and a combined instrument for fuel/engine temperature to the right. On variants with tachometer the clock is replaced by the tachometer and a smaller clock is

placed in the dashboard to the right of the instrument panel. The Turbo-variants will have a tachometer and a turbo gauge as standard equipment. The turbo-instrument as well as all extras are located in the centre of the dashboard. On variants without extra instruments the space can be used for

storage of sunglasses, cigarettes etc.

The centre console gets a new design with a shelf on the upper side. The console is moved 35 mm backwards.

On the passenger side there is a shelf on the upper side of the dashboard. A new glove compartment with twist lock.





This new exclusive interior clearly points out the "top of the line" in the 240 Series.

Colour adaptation

On certain variants and markets the dashboard as well as the A-pillar and the cover moulding above the windscreen (only 2- and 4-door) will be colour adapted. For the US and Canadian markets, this colour adaptation of the dashboard will be standard—on all other markets it is optional.

Besides black, four colours will be available: Beige, Brown, Blue and Grey. This adds to the prestigious and sober interior of the car.

Upholstery Turbo/GLT

For these variants there is a new silver plush upholstery. The door panels will be black with silver plush inserts.*

Inner roof-lining

Variants with silver plush upholstery gets a black inner roof-lining.

Improved heating and ventilation

A new CU heater has 20% greater capacity—and the new 4-speed fan (for variants with CU heater) will always be running.

New heater gives better through-flow ventilation—the new fan ensures a permanent overpressure inside the car, preventing e.g. exhaust gases to enter the compartment.

*Silver plush interior for GLT variants is available only on certain markets.

Various new features

Washer/wiper 245/265

The water tank for the rear window washer will now be located in the engine compartment. An extra pump is added front. The absence of a rear pump will decrease the noise level when using the rear washer. It also provides easier filling of the tank than on previous models.

Trunk lid lock

For USA and Canada the 262 and 264 models will have the trunk lid lock connected to an electrical motor which can be operated from the glove compartment. The lid can also of course be opened with the key from outside.

245/265 Floor lid (USA/Canada)

The lid covering the extra space below the floor will be lockable.

Gear lever knob

All variants with a manual gear-box will have a redesigned gear lever knob with a more sporty look.

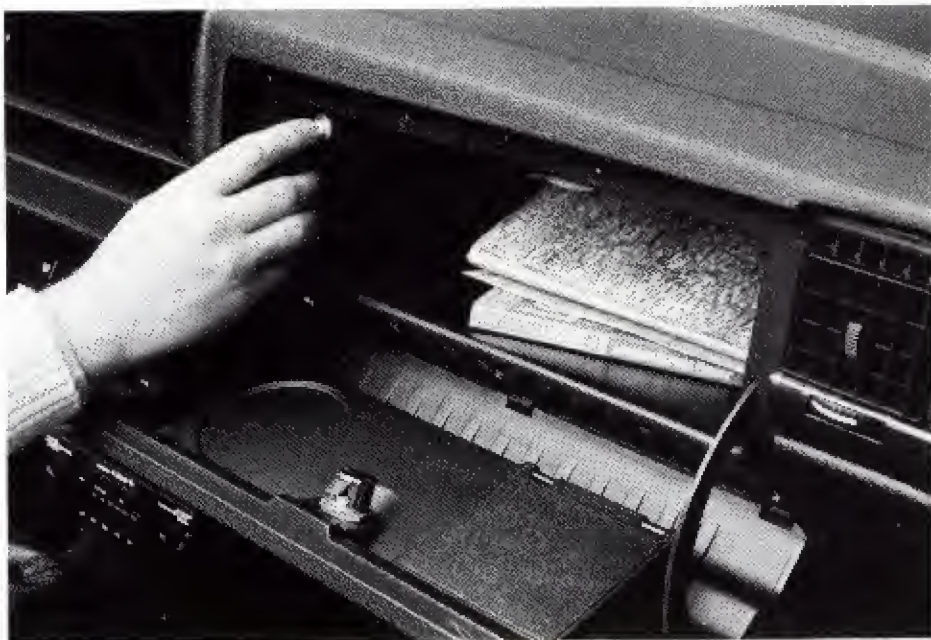
Overdrive

All variants with overdrive will now have a button to press instead of the present sliding one. The overdrive will be automatically disengaged when shifting gears.

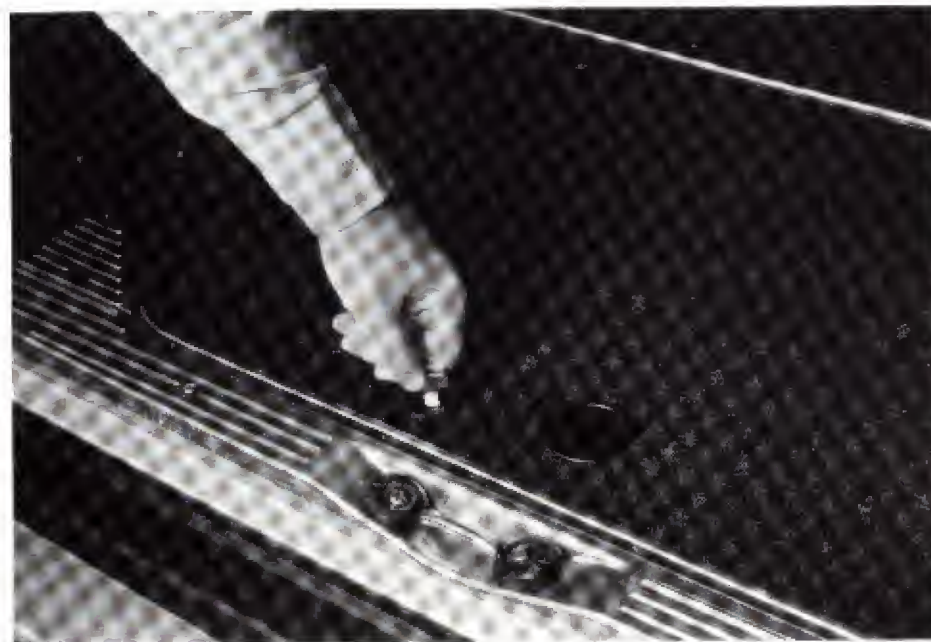
Loading

For the loading of long and narrow goods all 2- and 4-door variants will have a passage (150×200 mm) above the rear seat centre arm-rest. This passage is covered by a flap when not in use. When used there is an upholstery protection available.

This unique feature provides easier loading of long and narrow objects—which one does not want to put on the roof or have sticking out of the luggage compartment. This also means that the length of the car will not be larger than usual and one does not risk getting exhaust fumes into the car through an open luggage compartment.



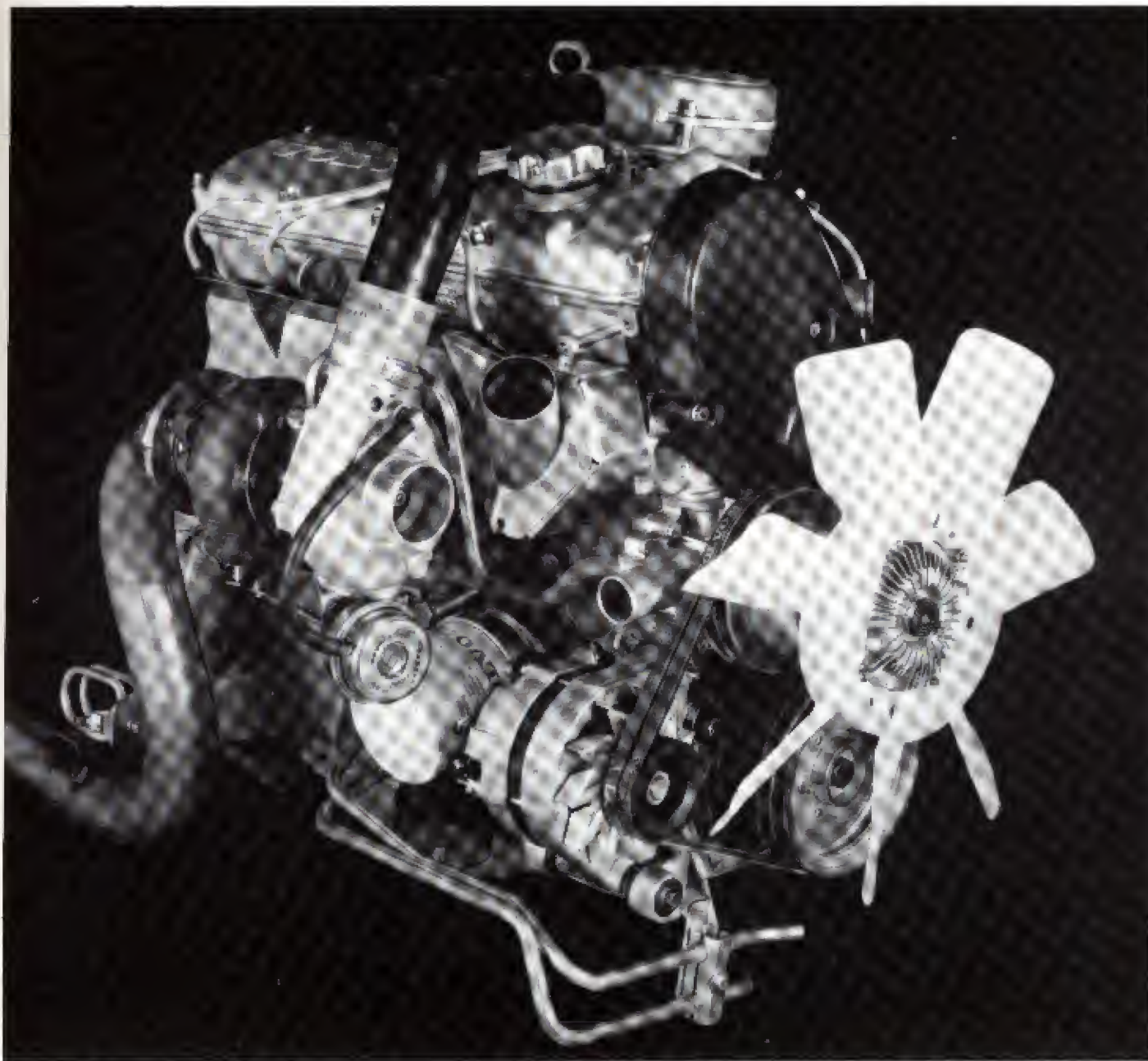
This new feature means that the trunk lid may be opened without the driver leaving his seat.



A feature which allows for safer keeping of valuable items that one does not want to be visible through the rear windows when leaving the car.



The new overdrive system will make certain that you will not go right back into overdrive after having temporarily changed down into 3rd gear.



Introducing — the Volvo Turbo!

The theory of Turbo-charging has been known for decades. Previously, however, it has been used mainly for trucks, buses and air crafts.

Higher performance and good fuel economy.

Less noise and less exhaust emission problems.

These are the main benefits you get from a turbo-charger. And this is how you get it:

It's all a question of air

A turbo-charger is a turbine driven air compressor which you can apply to a gasoline or diesel combustion engine. Thereby providing more air for the engine to combust.

By filling the combustion chambers with compressed air, more fuel is combusted more efficiently (and with less noise). Which means more performance without an increase in fuel consumption. A turbo-charged 2 litre engine will for example perform like a 3 litre engine and still maintain the fuel economy of the 2 litre unit (in normal driving).

As turbo-charging provides an air surplus it contributes, towards more effective combustion. One result being cleaner exhaust emissions.

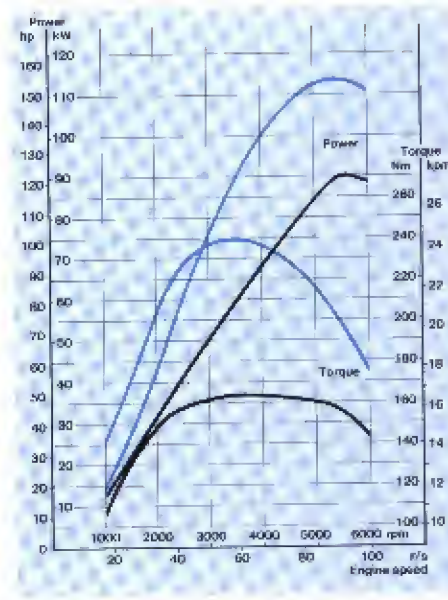
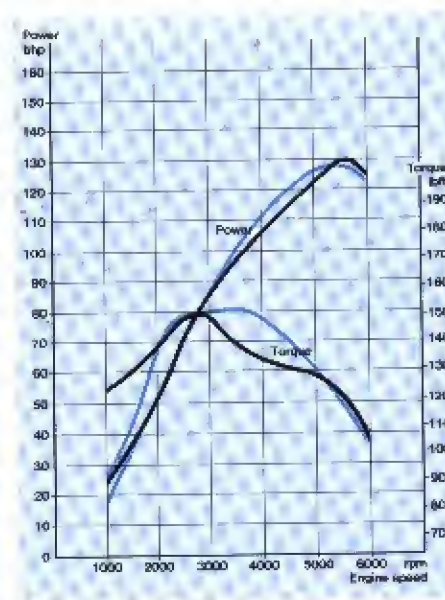
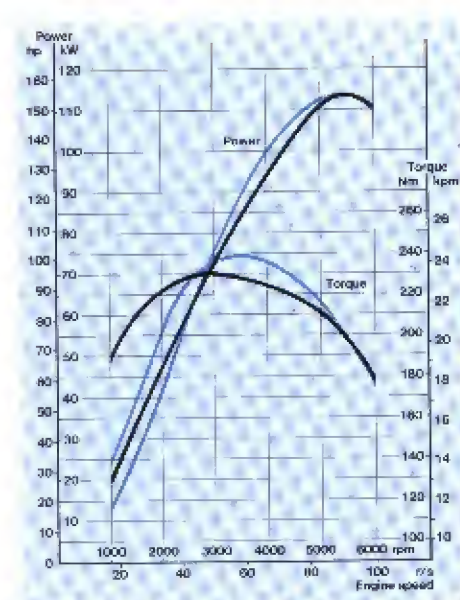
Volvo introduces a refined turbo technology

Turbo-charging has been used by Volvo for a considerable time. Especially for truck engines. This model year we introduce turbo in Volvo cars. Two turbo power plants that are built on one basic concept of the B21E/B21F. With these engines—B21ET and B21FT—we can offer high torque and excellent overtaking performance within a wide speed range.

Two engines, that will add a lot of persuasive selling power to our Dynamic Safety philosophy!

A special feature for the Volvo turbo is the design of the pressure regulating device. The by-pass valve (integrated waste-gate-control) regulates the boost in such a way that maximum low speed torque, high speed power and fuel efficiency is combined with good engine response under varying driving conditions.

Due to the high working temperature of the turbo engine some special modifications have been done to the basic engine. Two examples are sodium filled exhaust vents and an extra oil cooler.



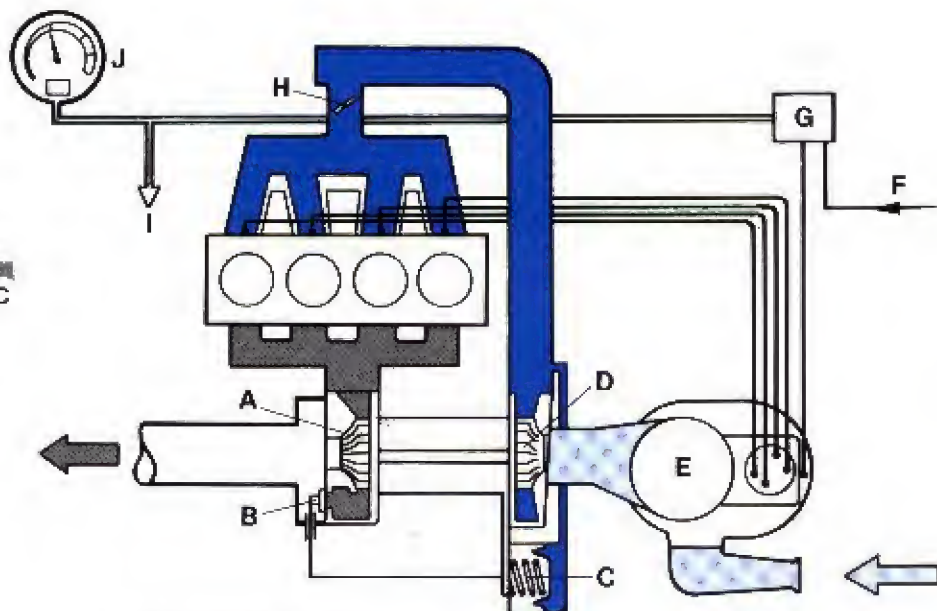
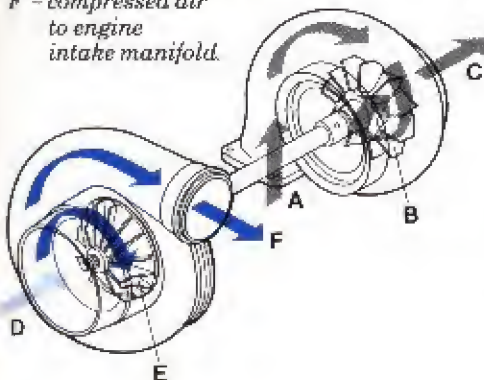
These charts show the two turbo engines (B21ET and B21FT) compared with the corresponding 6 cylinder units (B28E/B28F).

B21E Turbo

Output is 155 hp at 5500 rpm (114 kW at 92 rps). This is an increase with 26% over the standard B21E. Torque is even more dramatically effected by turbo-charging. 24.5 kpm is not less than 41% higher than the original engine (see diagram above). This increased performance is not achieved at the expence of fuel economy.

This is the principle of turbo-charging

- A - gas inlet from engine exhaust manifold.
- B - turbine wheel.
- C - exhaust gas outlet.
- D - ambient air inlet.
- E - compressor impeller.
- F - compressed air to engine intake manifold.



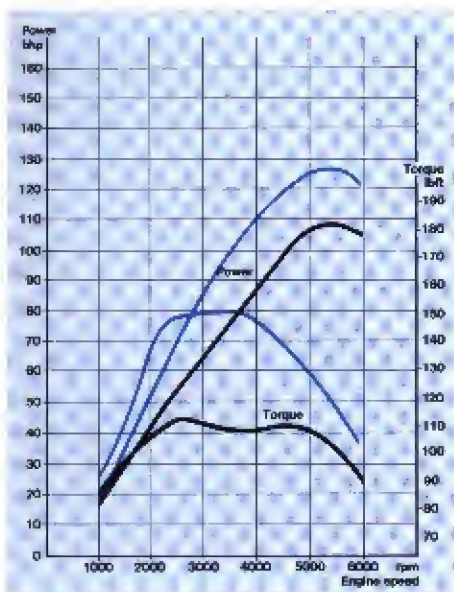
Turbocharging system for B 21 E/F

- A - turbine wheel.
- B - wastegate valve.
- C - actuator.
- D - compressor impeller.
- E - filter, CI-system.
- F - fuel.
- G - boost controlled mixture enrichment.
- H - throttle.
- I - boost controlled ignition retard.
- J - boost instrument and warning light.

To control boost Volvo uses the unique integrated wastegate design.

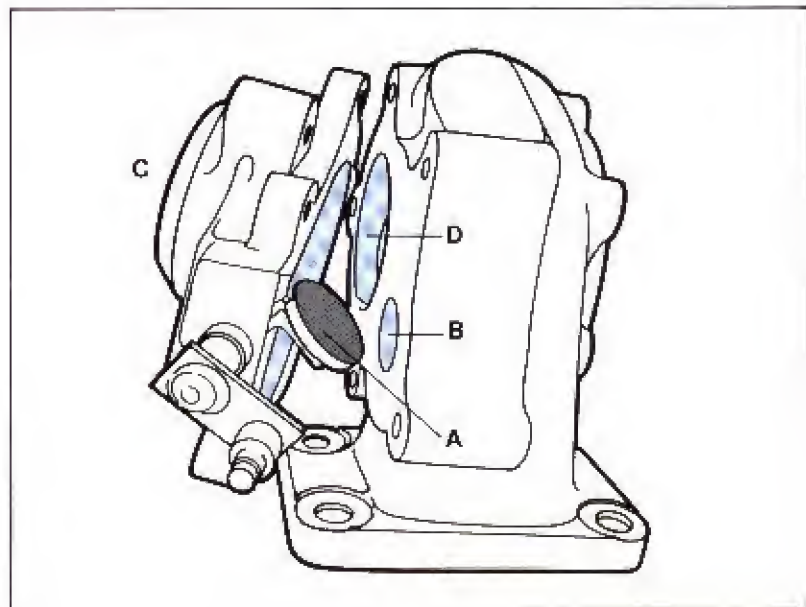
The valve position is determined by the pressure on the compressor side via an actuator (marked by C in the above illustration).

Increased pressure will open the valve and permit exhaust gases to pass through the "wastegate" B into the exhaust system C without passing the turbine wheel D.



B21F Turbo

Lambda sond version for the US market. This unit does not differ in its basic design from the B21ET. Differences in performance are due to the emission control. The increase in output is 18% and in torque 31% compared with the standard engine.



Engine specifications

Engine	B 17 A	B 19 A	B 19 E	D 20	B 21 A	B 21 A
Market		Europe, OV			Europe	Overseas
Number of cylinders	4	4	4	5	4	4
Displacement cc	1784	1986	1986	1986	2127	2127
Bore/stroke mm	88.9/71.8	88.9/80.0	88.9/80.0	76.5/86.4	92.0/80.0	92.0/80.0
Fuel system	Carburettor	Carburettor	Fuel injection	Diesel	Carburettor	Carburettor
Max output: hp (metric) rpm DIN kW/rps DIN	90/5500 66/92	97/5500 71/92	117/6000 86/100	68/4800 50/80	107/5500 79/92	102/5250 75/88
Max torque: Nm/rps DIN kpm/rpm DIN	132/42 13.5/2500	154/42 15.7/2500	150/75 15.3/4500	120/50 12.2/3000	170/42 17.3/2500	168/42 17.1/2500
Compression ratio	8.3:1	8.5:1	8.8:1	23.0:1	9.3:1	8.5:1
Octane RON (min)	91-93	91-93	97-98	Diesel	97-98	91-93

Engine	B 21 A	B 21 A Opt	B 21 E	B 21 ET	B 21 F	B 21 F MPG
Market	Canada	Sweden Australia	Europe	Sweden Europe	USA Japan	USA
Number of cylinders	4	4	4	4	4	4
Displacement cc	2127	2127	2127	2127	2127	2127
Bore/stroke mm	92.0/80.0	92.0/80.0	92.0/80.0	92.0/80.0	92.0/80.0	92.0/80.0
Fuel system	Carburettor	Carburettor	Fuel injection	Turbo Fuel injection	Fuel injection	Fuel injection
Max output: hp (metric) rpm DIN kW/rps DIN	100/5250 74/88	106/5250 78/88	123/5500 90/92	155/5500 114/92	113/5500 83/92	105/5000 77/83
Max torque: Nm/rps DIN kpm/rpm DIN	169/42 17.2/2500	172/42 17.5/2500	162/58 16.5/3500	240/63 24.5/3750	160/42 16.3/2500	160/50 16.3/3000
Compression ratio	8.5:1	9.3:1	9.3:1	7.5:1	9.3:1	9.3:1
Octane RON (min)	91-93	97-98	91-93	97-98	91 unleaded	91 unleaded
Max output: kW/rps SAE* hp (mech) rpm SAE	72/88 96/5250				80/92 107/5500	73/83 98/5000
Max torque: Nm/rps SAE* lbf/rpm SAE	163/42 121/2500				154/42 114/2500	152/50 112/3000

* SAE J 245 Net

Engine	B 21 FT	B 23 A	B 23 E	D 24	B 28 A	B 28 E
Market	USA	Sweden	Sweden Europe Canada Australia	Scandinavia Europe USA Fed	Europe Overseas	Sweden Europe Australia
Number of cylinders	4	4	4	6	6	6
Displacement cc	2127	2316	2316	2383	2849	2849
Bore/stroke mm	92.0/80.0	96.0/80.0	96.0/80.0	76.5/86.4	91.0/73.0	91.0/73.0
Fuel system	Fuel injection	Carburettor	Fuel injection	Diesel	Carburettor	Fuel injection
Max output: hp (metric) rpm DIN kW/rps DIN	133/5400 98/90	112/5000 82/83	136/5500 100/92	82/4800 60/80	129/5250 95/88	155/5500 114/92
Max torque: Nm/rps DIN kpm/rpm DIN	210/63 21.4/3750	185/42 18.9/2500	190/75 19.4/4500	140/47 14.3/2800	212/50 21.6/3000	230/50 23.4/3000
Compression ratio	7.5:1	10.3:1	10.0:1	23.0:1	8.8:1	9.5:1
Octane RON (min)	91 unleaded	97-98	97-98	Diesel	91-93	97-98
Max output: kW/rps SAE* hp (mech) SAE	95/90 127/5400		95/92 127/5500	57/80** 76/4800		
Max torque: Nm/rps SAE* lbft/rpm SAE	204/63 150/3750		181/75 133/4500	133/47** 98/2800		

* SAE J 245 Net

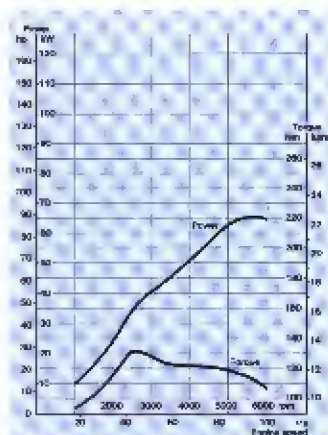
** SAE J 270 Net

Engine	B 28 F
Market	USA Canada Japan
Number of cylinders	6
Displacement cc	2849
Bore/stroke mm	91.0/73.0
Fuel system	Fuel injection
Max output: hp (metric) rpm DIN kW/rps DIN	136/5500 100/92
Max torque: Nm/rps DIN kpm/rpm DIN	215/46 21.9/2750
Compression ratio	8.8:1
Octane RON (min)	91 unleaded
Max output: kW/rps SAE* hp (mech) rpm SAE	97/92 130/5500
Max torque: Nm/rps SAE* lbft/rpm SAE	208/46 153/2750

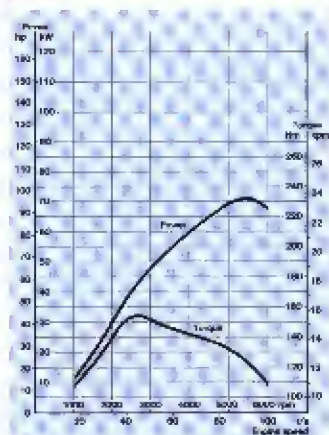
* SAE J 245 Net

Engine programme

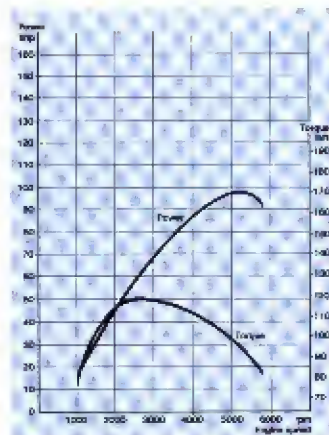
4-cylinder carburettor engines



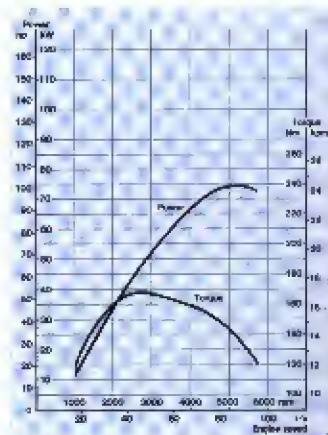
Engine: B 17 A
Performance: DIN 70020.



Engine: B 19 A
Performance: DIN 70020
Market: Europe, Overseas.

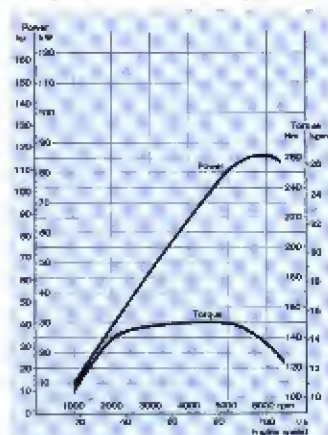


Engine: B 21 A
Performance: SAE J245 Net
Market: Canada

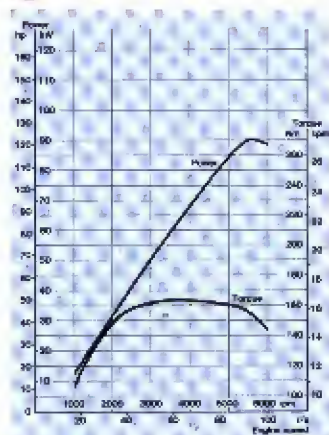


Engine: B 21 A
Performance: DIN 70020
Market: Overseas.

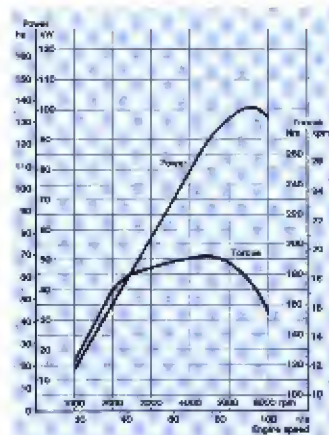
4-cylinder fuel injection engines



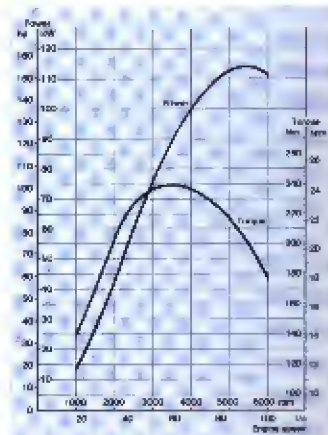
Engine: B 19 E
Performance: DIN 70020.



Engine: B 21 E
Performance: DIN 70020
Market: Europe.

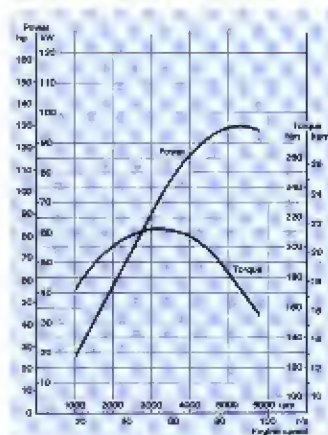


Engine: B 23 E
Performance: DIN 70020
Market: Sweden, Europe, Australia.

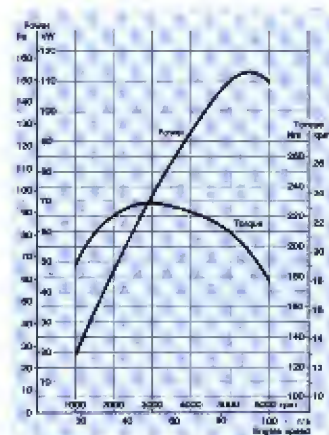


Engine: B 21 ET
Performance: DIN 70020
Market: Sweden, Europe.

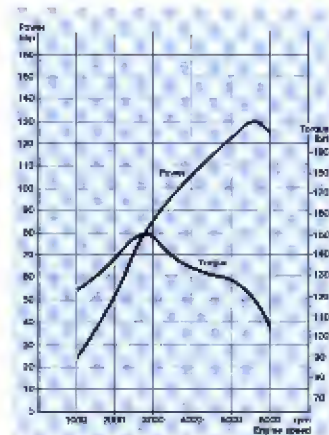
6-cylinder engines



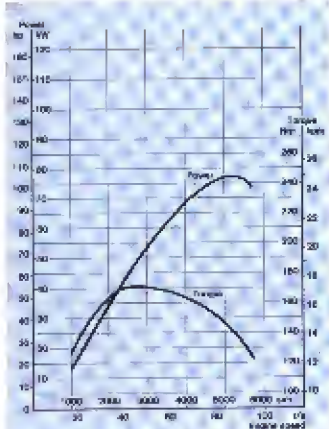
Engine: B 28 A
Performance: DIN 70020
Market: Europe, Overseas.



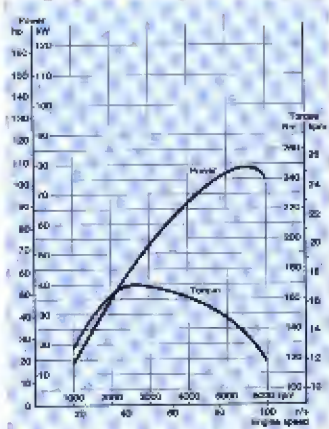
Engine: B 28 E
Performance: DIN 70020
Market: Sweden, Europe, Australia.



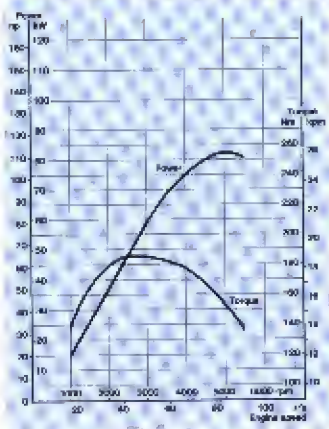
Engine: B 28 F
Performance: SAE J245 Net
Market: USA, Canada, Japan.



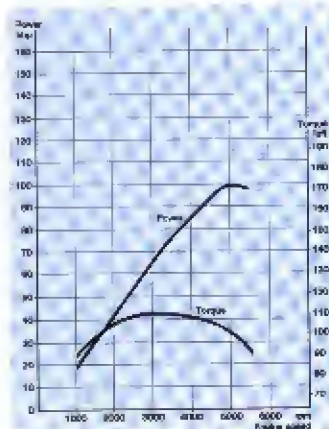
Engine: B 21 A Opt
Performance: DIN 70020
Market: Sweden, Australia.



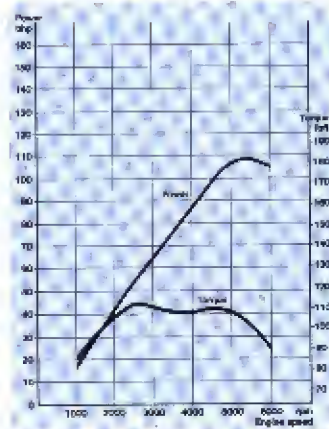
Engine: B 21 A
Performance: DIN 70020
Market: Europe.



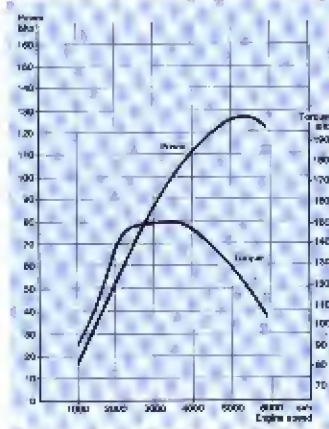
Engine: B 23 A
Performance: DIN 70020
Market: Sweden.



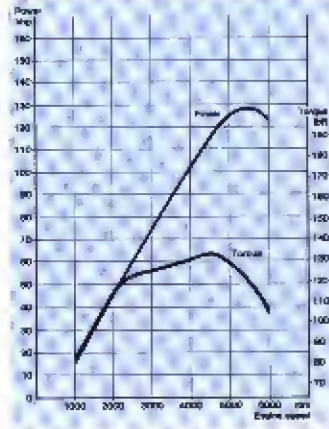
Engine: B 21 F MPG
Performance: SAE J245 Net
Market: USA.



Engine: B 21 F
Performance: SAE J245 Net
Market: USA, Japan.

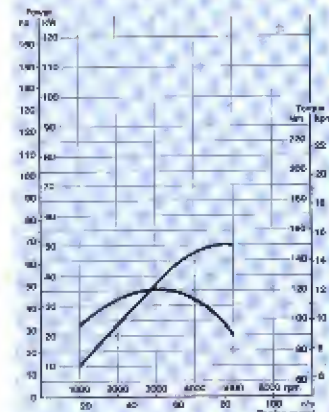


Engine: B 21 FT
Performance: SAE J245 Net
Market: USA.

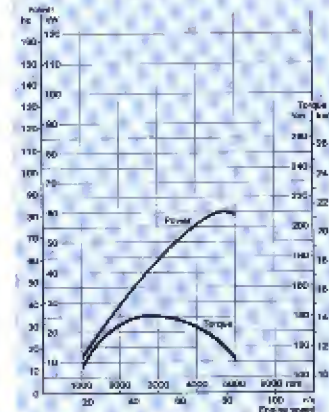


Engine: B 23 E
Performance: SAE J245 Net
Market: Canada.

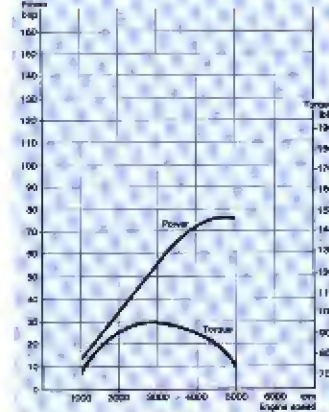
Diesel engines



Engine: D 20
Performance: DIN 70020.

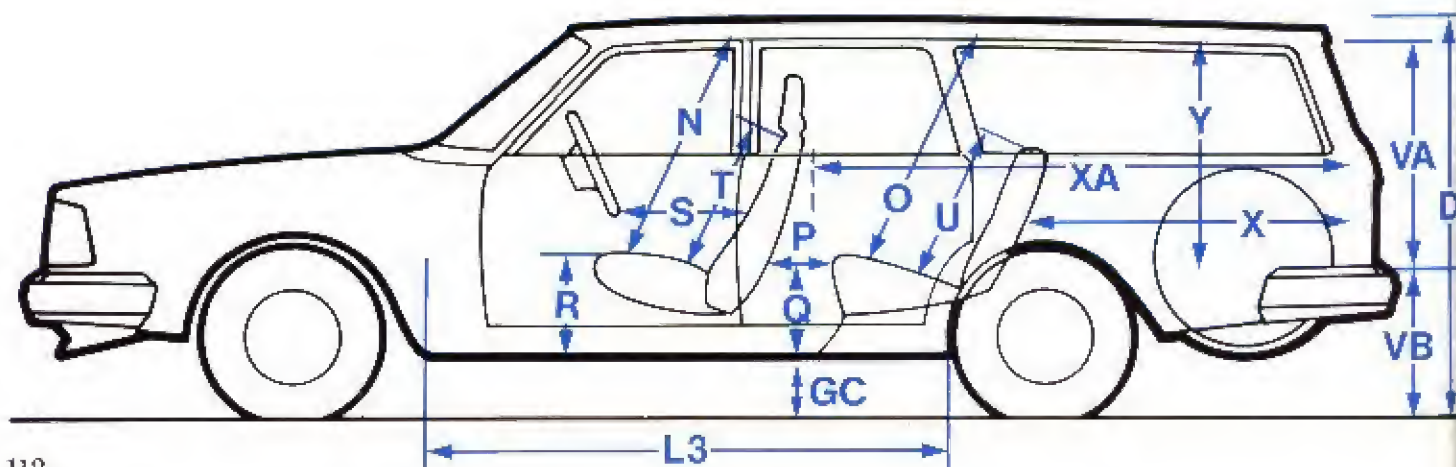
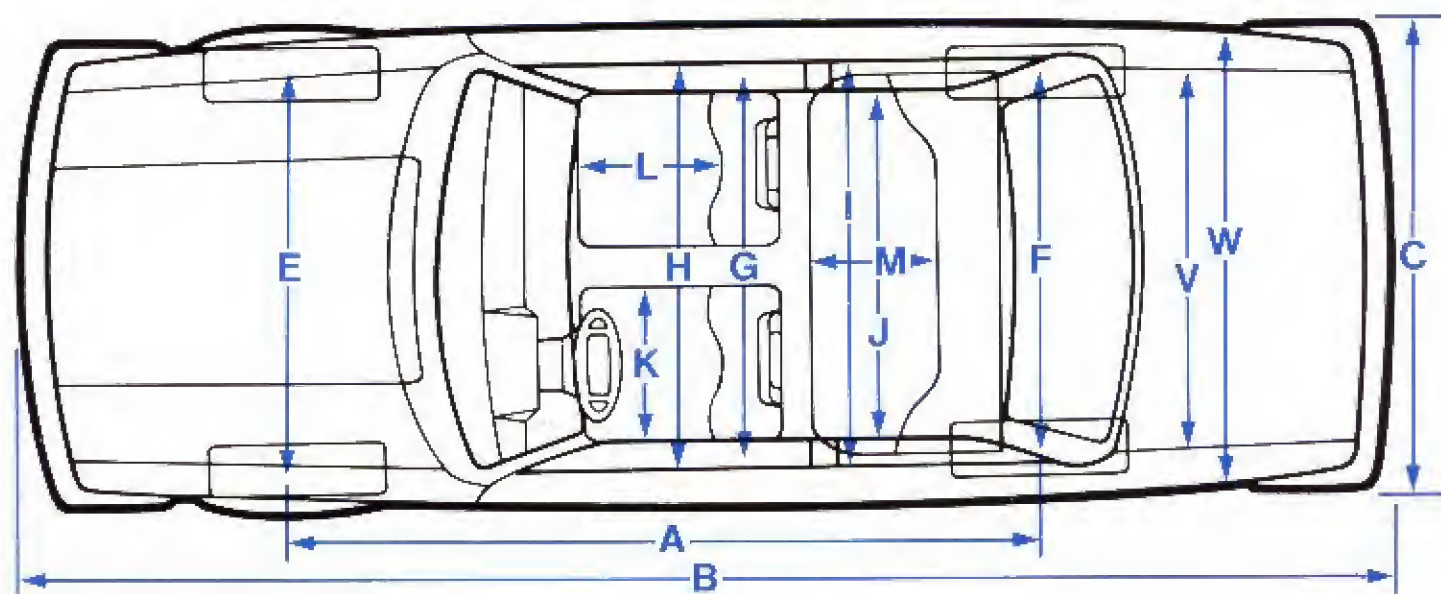
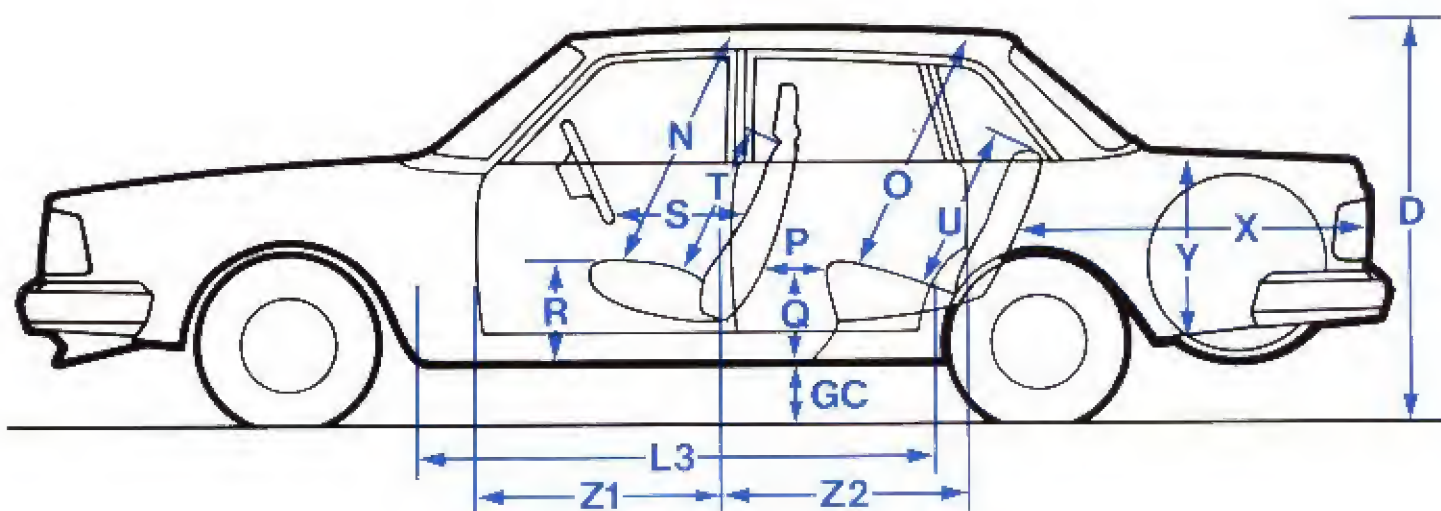


Engine: D 24
Performance: DIN 70020
Market: Scandinavia, Europe.



Engine: D 24
Performance: SAE J270 Net
Market: USA Fed.

Dimensions



	Measurements in inches/cm	Volvo 244	Volvo 245 Volvo 265	Volvo 264	Volvo 262 C
A	Wheelbase	104.0/264 ¹			
B	Overall length	188.4/479			
C	Overall width	67.1/171			
D	Overall height	56.5/143	57.5/146	56.5/143	53.9/137
E	Track, front	55.9/143			
F	Track, rear	53.1/136			
G	Front seat width, shoulder height	54.3/138			
H	Front seat width, hip height	56.3/143			55.5/141
I	Rear seat width, hip height	56.3/143			53.5/135
J	Rear seat width, shoulder height	53.1/135			52.4/133
K	Width, front seat	22.1/56			21.2/54
L	Length (depth), front seat	18.5/47			20.4/52
M	Length (depth), rear seat	18.5/47	17.3/45	18.5/47	18.9/48
N	Headroom, front seat	37.4/95			36.2/92
O	Headroom, rear seat	36.8/92	37.4/93.5	36.8/92	34.6/88
P	Distance, front seat backrest rear seat at knee height (min.)	8.6/22			5.5/14
Q	Height above floor, rear	13.4/34			
R	Height above floor, front seat	12.2/31			
S	Distance, steering wheel – backrest	17.7/45			19.7/50
T	Height, front backrest	22.1/56 (30.7/78 ²)			
U	Height, rear backrest	21.6/55			
V	Width, luggage compartment lid max./min.	52.0/132 50.0/127	45.1/116 41.3/105	52.0/132 50.0/127	52.0/132 50.2/127
VA	Height, tailgate	—	30.7/78	—	—
VB	Loading height	30.7/78	23.2/59		
W	Max. width, cargo area	61.0/155	55.9/135	61.0/155	60.2/153
X	Min. length, cargo area	—	44.5/113	—	—
XA	Max. length, cargo area	46.8/119	74.0/188		
Y	Height, cargo area	19.7/50	32.9/83		
Z1	Door width, front	35.5/91			47.2/120
Z2	Door width, rear	32.5/82.5			—
GC	Ground clearance at max. weight	4.3/11	4.7/12		
L3	Distance, brake pedal – rear seat backrest	72.1/183	71.3/181	72.1/183	69.7/177

¹ 265 for power steering.

² Top of head restraint.

Safety accessories

Child safety

Volvo has a special series of safety accessories for the most precious of cargoes—the children. The special Volvo child safety seat has been designed and developed in close collaboration with the Swedish Road Safety Authority, and consequently meets up to extremely stringent safety requirements. You will also find the child guard that prevents the child being hurled forwards between the front seat squabs in cases of fierce braking or a collision. The children's bench that fills up the well between the front and rear seats—a must for babes-in-arms that still have to be carried around in their carrycots. The Volvo child safety cushion that permits children between the ages of six and twelve to use the standard three-point belt without any risk of underslide. This item is easy to put in and take out as it is kept in place by the seat belt.



Climatic accessories

Car heaters

The Volvo car heater programme includes fuel and electrically operated heaters, which can provide:

- A warm car
- A warm engine prior to starting
- Reduced fuel consumption
- Fewer health risks
- Better traffic safety

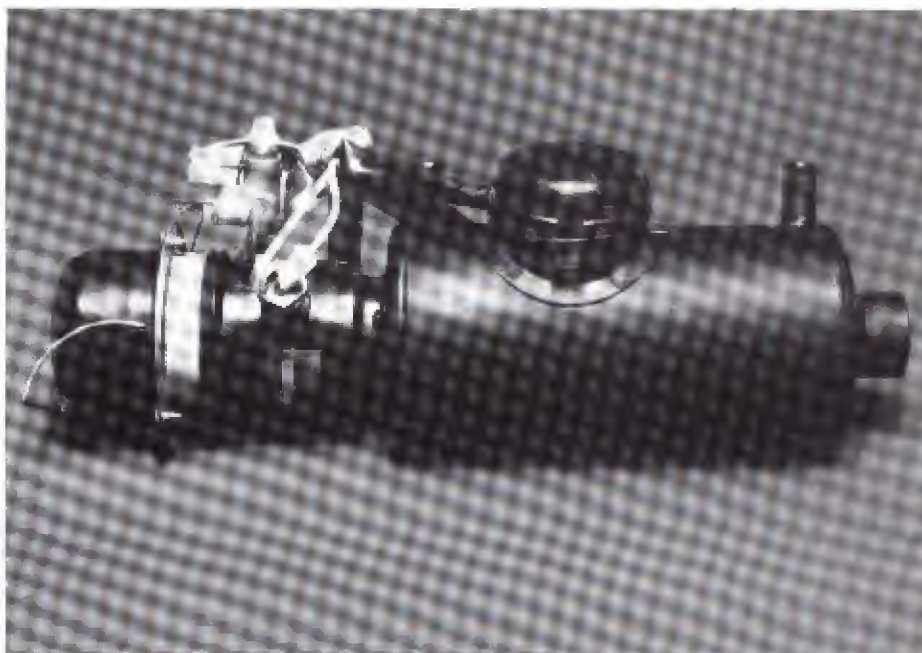
Volvo car heaters have been specially designed and constructed for Volvo vehicles. The programme includes:

- Fuel-operated pre-heater for passenger compartment and engine
- Fuel-operated pre-heater for passenger compartment only
- Electrical pre-heater for passenger compartment and engine
- Electrical pre-heater for passenger compartment only
- Electrical pre-heater for engine only

The programme also includes accessories, installation kits and conversion kits, etc.

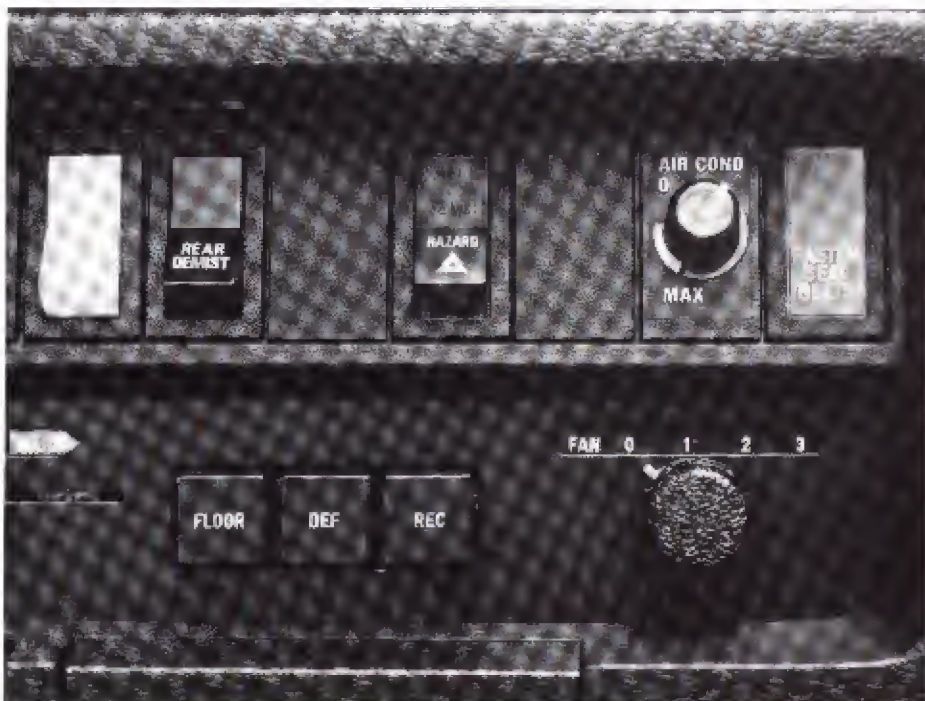
All of the heaters have been collision tested in vehicles and positioned in such a way that maximum safety is assured. The fuel pipe is made of a strong special alloy which provides first-class stress resistance and lessens the risk of fuel leakage.

A timer permitting pre-setting up to 22 hours ahead is included in all pre-heater kits.



Volvo air conditioning

Thermostat controlled and harnessed to the standard heating and ventilation system. Designed to combat air pollution, heat and humidity. Suitable for cars equipped with a "Combined Unit" heating and ventilation system. Also available for diesels.



Sports and GT equipment

All-leather GT steering wheel

Exclusive pure leather steering wheel for the discerning motorist. Safety and collision tested. Diameter 370 mm. Embellished with gilded Volvo emblem.

GT shock absorbers

Gas-filled shock absorbers provide increased stability without reducing ride comfort. Should be fitted as set of four.

Auxiliary instruments

A variety of extra instruments are available for the enthusiast. Transistorized *revolution counter* with red warning field for excessive r.p.m. *Ambient temperature gauge* which warns of icy roads. *Vacuum gauge* that indicates the loading on the engine by measuring the pressure reduction in the inlet manifold—an aid for smooth, fuel-thrifty driving. Other auxiliary instruments include an *oil pressure gauge*, *oil temperature gauge* and *voltmeter*.



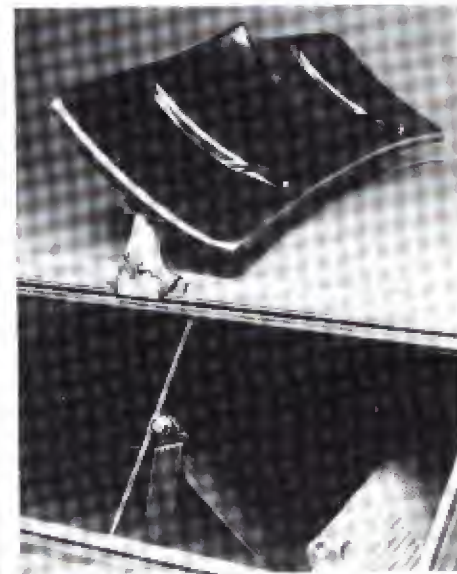
Spoilers

The spoiler provides the front of the car with a new and attractive appearance. Improves lateral stability, reduces air resistance, increases top speeds by about 10 km/h and gives a 5% fuel reduction at speeds of about 100 km/h. Special roof spoiler for cars towing caravans.



GT rim

The special GT rims provide the car with an attractive and sporty appearance, decrease the unsprung weight and, in the majority of cases, improve brake cooling.



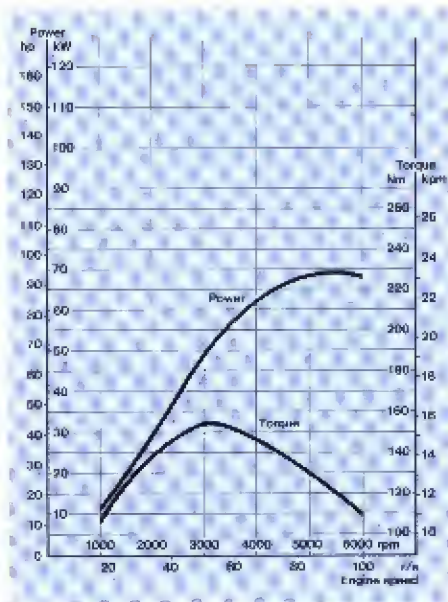
15" aluminium rim with low-profile tyre

6 × 15", weight 7.6 kg. Increases track thus giving more stable running. Perfect concentricity. Lateral throw 0.5 mm, radial throw max. 0.6 mm. The 195/60 HR wide low-profile tyres provide excellent distribution of ground pressure and improve course stability, thus combining safety, comfort and elegance. Firm grip on both wet and dry road surfaces. Extra long life span.

Engines

The B19—94 hp

With the introduction of the 2-litre engine (B19A) as standard in the DLS and GLS the image of this model series takes on an even higher degree of sporty driving. The B19 engine is thoroughly tested and proven by its long use in the 240 Series, and will prove to give even more action when installed in a more compact car. We think you'll have to try it on the road to fully understand what it may contribute to driving pleasure! More detailed information on the B19 engine is found in the Copy Platform 240/260 Series at page 78.



B19A

Displacement	1986 cc
Bore/stroke	88.9/80
Max.power	69 kW at 92 r/s (94 hp at 5500 rpm)
Max.torque	155 Nm at 50 r/s (15.8 kpm DIN at 3000 rpm)
Compression ratio	9.2:1
Fuel	97—98 octane RON

